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RESULTS AND FUTURE PLANS OF THE USSR TIMBER INDUSTRY

V. A. Popov

Enterprises of the Ministry of the Timber Industry as a whole completed 98 percent of the 1946 planned gross production.

Logging and Floatage

More wood was brought out of the logging areas in 1946 than in 1945, although the 1946 plan was only 88 percent completed in this respect. The total increase over 1945 was 14 percent. Commercial grades of wood taken out were 35 percent over 1945 and amounted to 61 percent of the total wood sent out as compared with 56.2 percent in 1940.

Best results were obtained by the Glavvologdokomiles trusts (Main Administration of Logging, Timber Management and Floatage of Vologda and Komi?) which exceeded 1946 planned timber shipments by 8.6 percent.

Logging enterprises of the Glavlesdrev (Main Administration of Sawing and Lumber Milling) fulfilled annual planned timber shipments by 101 percent, the Glavleskhim (Main Administration of the Wood Pulp Chemistry Industry) by 103 percent, and the Ministry of the Timber Industry Estonian SSR by 100 percent.

However, most of the trusts of the Glavvostiles (Main Administration of Logging, Timber Management and Floatage of the Urals, Gor'kiy and Kirov Oblasts), those in the vital Kama basin and the trusts of the Glavsevsaples (Main Administration of Logging, Timber Management and Floatage of the Northern and Western Byelorussia) and Glavsapibiles (Main Administration of Logging of West Siberia) fell behind the plan. Most deficient in the shipment of timber were trusts and enterprises of the Ministries of the Timber Industry RSFSR, Belorussian SSR and Ukrainian SSR.

During 1946 the timber managements and mechanized timber centers acquired 64,000 new permanent workers, 20,000 draft horses, 2,700 trucks and 105 new

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S-80 tractors: In the same year 226 kilometers of narrow-gauge railroad track was laid, and 66 locomotives and 1,300 railroad cars were acquired.

Mechanized logging and sawing by electric saws with mobile electric power stations was begun in 1946. Thousands of electric saws and hundreds of mobile electric power stations are now in operation.

The use of logging equipment belonging to the Ministry of the Timber Industry now exceeds the level of the last prewar year.

The planned mechanization of timber shipment was fulfilled 100.3 percent. The failure of tractors and narrow-gauge railroads to fill the quotas for hauling was compensated by truck delivery.

Successfully completing the annual plan for mechanization of hauling were the trusts of the Glavvostsibdal'ies (Main Administration of Logging of East Siberia and the Far East) by 137 percent, the Ministries of the Timber Industry Ukrainian SSR by 173 percent, the Belorussian SSR by 113 percent, and the RSFSR by 108 percent. Also exceeding the plan for mechanization of timber hauling were the Glavleskhim and the Ministries of Timber Industry of the Latvian, Lithuanian and Kazakhstan SSR's.

2. The following table shows the average yearly hauling for one unit of the type of equipment indicated (in cubic meters):

<u>Equipment</u>	<u>1940</u>	<u>1945</u>	<u>1946</u>
Tractor	5,570	3,970	3,610
Truck	2,350	2,300	3,130
Locomotive	26,470	20,200	20,330
Other rail means (motovoz)	13,210	10,450	11,600
Draft horse and wagon (belonging to the Ministry)	-----	469	480 (hauling and delivery)

The best utilization of tractors in 1946 was achieved by the Severoles (Northern Timber Trust?) which turned in an annual haul for each tractor of 5,700 cubic meters, and by the Glavvologdokumiles which hauled 4,300 cubic meters per tractor. The poorest use of tractors was by enterprises of the Glavvostsibdal'ies with 2,530 cubic meters, the Glavvosties with 2,250 cubic meters and the Ministry of the Timber Industry of the RSFSR with 2,250 cubic meters.

Well above the standard for hauling by truck were the trusts of the Glavvologdokumiles with 4,390 cubic meters, the Glavvapsibles with 4,080 cubic meters and the Ministry of the Timber Industry Belorussian SSR with 4,510 cubic meters. Bringing up the rear were the enterprises of the Glavvostsibdal'ies with 2,920 and the Karelo-Finnish SSR with 1,590 cubic meters hauled by truck.

Hauling and delivery by draft horse ranged from 271 cubic meters (Ministry of the Timber Industry Ukrainian SSR) to 792 cubic meters (Severoles).

The most effective and cheapest mode of timber transportation, the narrow-gauge railroad, was poorly used in 1946.

The following table shows the 1946 accomplishments by various means of transportation used by the Ministry of the Timber Industry USSR.

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<u>Type of Transport</u>	<u>Percent of 1946 Plan</u>	<u>Percent of 1945 Hauling</u>
<u>Hauling by:</u>		
Machinery	100.3	160.1
Including:		
Tractors	80.2	102.6
Trucks	118.8	257.6
Locomotive	83.1	137.2
Wagons belonging to enterprise	87.0	142.5
All enterprise-owned means	93.6	150.7
Hired wagons	80.4	82.0
<u>Delivery by:</u>		
(Actual shipment to sawmill or lumber milling plant, as opposed to hauling out of logging area)		
Machines	52.3	174.0
Wagons belong to enterprises	88.1	222.8
Hired wagons	97.1	126.3

Failure by the management of trusts and enterprises to develop fully their own means of transportation was partly responsible for the unsatisfactory completion of the hauling plan. The basic trouble, however, was the failure of hired carriers to meet their obligation for transportation.

Many logging enterprise managements still do not grasp the seriousness and complexity of the transition from the use of drafted labor, practiced during the war years, to the new mode of organized recruitment of labor by voluntary hiring of workers, and by conclusion of labor contracts with collective farms, collective farmers and individual farmers.

Enterprises of the Ministry exceeded the plan for hauling support and construction timber for the coal and ore mining industries by 5 percent, but failed to meet the plan for hauling saw logs by 91 percent; crossties 92 percent; balance beams, 70 percent; shipbuilding timber, 53 percent; plywood stock, 65.9 percent; catchwood, 87.8 percent; and other types of commercial woods, 79.4 percent.

In the production and delivery of crossties, the enterprises of the Timber Ministry left a heavy deficit for railroad transport when the annual plan for tie-sawing was fulfilled only 44.8 percent, and the plan for crossing and bridge beams, 36 percent.

Floatage operations in 1946 proceeded with better organization than before the war. Free-floating was 103 percent of plan, and raft (logs bound together) floating 108.7 percent, of which 65 percent was by mechanized means; and 92.7 percent of flotation timber reached its destination and will be delivered to the consumers according to plan.

Although the total amount of timber placed in flotation in 1946 was greater than in 1945, the losses and deadheads were still great. To a considerable extent the large volume of deadheads was increased by the acceptance of unseasoned and green wood for floatage.

About 400,000 cubic meters of raft wood failed to make the floatage season in 1946 and will not be delivered to the consumer until the first days of the 1947 floatage season.

Floatage operations in the Lel'skiy basin were fulfilled 113.3 percent and in the Lena basin, 108.9 percent. The greatest losses were allowed by the floaters of the North Ovina basin where the planned delivery was met by only 90.1 percent.

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The productivity of labor in logging was 4 percent higher in 1946 than in 1945, but the 1946 productivity was 7 percent below plan.

The sharp reduction of productivity of labor in the logging industry, which in 1946 barely reached 81 percent of the 1940 level, is the result of bad organization inefficient use and distribution of labor and the heavy seasonal turnover.

In 1947 the logging enterprises of the Ministry of the Timber Industry must cut and send out 39 percent more timber than in 1946. Of this, the quantity of commercial wood must be 55 percent higher than in 1946.

The volume of commercial wood hauled in 1947 must exceed the 1940 level. The greatest growth in logging production will take place in the areas operated by the Severoles, 36.5 percent; the Glavvostles, 46.3 percent; the Glavvostsibdal'ses, 49.4 percent; and the Karelo-Finnish SSR, 25.5 percent.

In 1947 the volume of logging by machinery will constitute 18 percent of all logging and will be 5.2 times the mechanized logging done in 1946.

The volume of mechanized hauling in 1947 will sharply increase, the greatest growth taking place in truck transportation and narrow-gauge railroads. Truck hauling will exceed 1946 volume by 58.9 percent, rail and gasoline or Diesel rail carriers 190 percent and tractor hauling 137.2 percent. The comparatively low increase for tractor drayage may be accounted for by the fact that the number of these anticipated is not great, and that these will be delivered late in 1947.

There will be an increase of 37.7 percent in hauling by wagons owned by the enterprises. In 1947 the Ministry's logging industry will do 64.4 percent of hauling by their own equipment, while 59.4 percent of hauling was done by industry-owned equipment in 1940.

In 1947 loggers will get hundreds of new tractors of the dragging (trelovochnyy) and trailer (lesovoznyy) type, narrow-gauge locomotives thousands of narrow-gauge flat cars, autotrailers, lumber trucks and many thousands of tons of rails and other equipment.

With the increase in mechanized hauling (out of the timber area) there will be a sharp rise in the volume of wood dragged to highways, which should insure uninterrupted operation of equipment. Hauling by tractor will be 225.5 percent higher in 1947 than in 1946, 100 percent higher by enterprise-owned wagons, and 27.8 percent higher by hired wagons.

The plants of the Glavlesomekhanizatsia (Main Administration of Mechanization of the Timber Industry) will produce in 1947 the first hundreds of loading cranes for loading timber on rolling stock.

Mechanizing the timber industry for the production of wide-gauge rail crossties is a vital task. The output of ties for rail transport in 1947 will be almost 2.7 times that of 1946, including output of the Glavsnabties (Main Administration of National Timber Supply) enterprises. The production of bridges and crossing beams will also increase sharply.

The Ishles (Ishora Timber Trust) and the Latvian, Ukrainian and Estonian SSR Ministries of the Timber Industry will undertake for the first time production of large quantities of crossties in 1947.

For the fulfillment of 1947 planned crosstie output the government has allocated 500 tie-sawing machines with automobile gas generator engines. All coniferous and beech material, suitable for the manufacture of crossties, must go into sawing ties. The production of ties and crossing beams should be studied by logging and floatage enterprises in the woods, at log assembly points, along rail lines and at every place where tie stock is handled.

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In 1947 the logging and floating enterprises will have their functions widened and their responsibilities for processing and cutting wood at railroad storehouses and at floatage bases increased. The storehouses and bases have been received by the enterprises from the Glavlesbaza, Soviet of Ministers USSR.

Timber managements and mechanized timber centers, floating offices, and timber bases have direct responsibility for organizing storage operations, prompt delivery to consumers, and uninterrupted utilization of wagons, flat-cars and barges.

The amount of floatage in the coming navigation season will be 27.3 percent more than in 1946, and 36.3 percent more timber will arrive at its destination (by decreasing deadhead losses). Particularly large increases in floatage will take place in the Severnaya Dvina basin with 58.9 percent, the Kama with 31.1 percent, the Severo-zapadny basin with 24.8 percent and the Onega basin with 66.7 percent. The amount of mechanized assembly of logs will reach 61.4 percent of the total gathering operations.

A large number of steamboats and launches belonging to the Ministry's fleet, lighters, anchors (yakornitsy) and barges, rafting machines, loading cranes and elevators will be in operation.

The productivity of labor in 1947 should be 25 percent higher than the 1946 gross production, and 18 percent higher in processing. The productivity of labor in logging is to increase 23.8 percent, in delivery 19 percent, in hauling 24.1 percent and floating 20 percent.

Considerable increase in wages of laborers and skilled workers, the introduction of wage scales for labor, 10 percent payment of workers in commodities, bonus increases and other types of incentives provide effective means for sharply increasing the productivity of labor.

Saving and Milling

The year 1946 was a year of technical conversion of enterprises to peacetime production.

Factory and plant branches of the Ministry of the Timber Industry USSR fulfilled 1946 planned gross production 105 percent, but this amounted to only 85.3 percent of 1945 production.

The following table shows the fulfillment of the 1946 plan in fixed prices by various branches of the industry, expressed in fixed values:

<u>Branch of Industry</u>	<u>Fulfillment of 1946 Plan (Percent)</u>	<u>Output 1946 (Percent of 1945)</u>
Lumber milling	102.9	77.1
Match	87.9	133.8
Wood pulp chemistry	113.5	104.2
Lumber Machine-Bldg	120.4	110.2
Subsidiary Enterprises	119.9	91.8
Total for Mfg Branches	105.4	85.3

While the 1946 output of sawing and lumber milling plants exceeded that of 1945, the plan was fulfilled only for some products, among which was the output of spools (katushka).

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Saving and lumber milling enterprises adopted and resumed production of more than 80 articles, though this neither exhausted the productive capacity of the plants nor met the ever-increasing needs of the national economy.

The basic factors adversely affecting lumber milling industries in 1946 were: (1) unsatisfactory supply of raw materials during the first half year to many sawmills of the Glavlesdrev (Main Administration of Timber and Lumber Milling?), Glavspetsdrevprom (Main Administration of Special Equipment for the Lumber Milling Industry ?), and of the Severoles; (2) irregular delivery of saw logs to the plants which depend on other plants for their saw logs; and (3) lack of strict specialization of lumber milling plants and shops in the output of specific types of products. Allocation of orders for wood products this year will be changed to correct this situation. Causes of lost time on carriages ^{"puma"} the movable holder which brings the log across the saw blade were as follows: insufficient steam and power 21.5 percent, labor shortage 17 percent, lack of raw materials 13.3 percent, shortcomings of equipment and accidents, 23.7 percent, etc.

There were particularly heavy demands in 1946 for highgrade lumber for machine building and railroad car building. The planned delivery of high-grade lumber to agricultural machine-building plants was fulfilled by the Ministry 112.2 percent, to the automobile industry 63 percent and for railroad car plants, 134 percent.

The enterprises of the Glavlesdrev, the Dal'drev (Far East Lumber Milling Trust?), the Vostsibdrev (East Siberian Lumber Milling Trust?), the Krasdrev (Krasnoyarsk Lumber Milling Trust?) and Zapsibdrev (West Siberian Lumber Milling Trust ?) successfully completed the annual plan for gross production, lumber and basic manufactured articles, although the productive capacity of these enterprises was not more than half used because of lack of raw materials. The Ministry of the Timber Industry RSFSR fulfilled the 1946 plan for sawmill output, exceeding 1945 output by 113 percent. The output increase of other timber ministries as compared to 1945 are as follows: Karelo-Finnish SSR 145 percent, Latvian SSR 149 percent.

In 1947 the output of coniferous and deciduous lumber is to be increased 54 percent over 1946 and the production of processed goods 30 percent.

In the first and second quarters of 1947, 29.4 percent of lumber for the year should be saved. In the second half of the year, when the floated timber arrives, the remaining 70.6 percent will be delivered. This means that in June and July 1947 all the sawmills receiving floatage will have to work two shifts utilizing the full productive capacity of all sawing equipment, with a full labor force and careful provisions for power economy and technical control of equipment.

In the 1947 plan, the productivity of carriage shifts will be further increased: the percent of beams will be increased to 60 percent; the output of useful lumber will constitute 65.3 percent, which reaches the level of 1940.

As in 1946, special requirements give priority to the output of high-grade lumber for the machine-building industry, shipbuilding and for the Ministry of Transportation.

To establish conditions of stable cooperation between consumers and suppliers of quality lumber, regional links between lumber mills and machine-building plants will be introduced.

Sawmills must concentrate on planed and edged lumber and rough planks (chernovyye zagotovki) instead of ordinary boards, finished parts instead of blanks, complete manufacture of doors, sashes, base molding, and other manufactured goods instead of just parts.

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Drying of lumber is increasingly important. In the war years the capacity of drying kilns fell off to almost half, and managements must get these back to capacity as soon as possible.

It is time to take out of the laboratories of scientific research institutes and put into processing plants successful experience in the production of bent articles of coniferous and deciduous stocks. Bent articles for the transport and furniture industries, container production and civilian construction should be produced on a broad industrial basis.

Plywood

The transition of the plywood industry in 1946 to production mainly of ordinary cemented plywood considerably lowered the standards of quality which the industry had maintained throughout the war.

The considerable cut in the manufacture of expensive types of aviation plywood, wood plastics and specially pressed articles came about largely because timber supply and transportation organizations underestimated the role of the plywood industry.

Decorative plywood, furniture parts, plywood pipe and boxes are still not in mass production. Waste products of the plywood industry are not being adequately used.

Production of plywood in 1947 is to exceed that of 1946 by 32.5 percent. The huge program includes mainly ordinary cemented plywood of deciduous and coniferous stocks, but the industry must also speed up the output of special types of furniture, dry and wet packing, shipbuilding, light industry, etc.

Furniture

Furniture production in 1946 was double that of 1945, but the strong demand for a larger variety of products was not met.

The furniture enterprises of the Ministry of the Timber Industry RSFSR fulfilled the annual plan 90.6 percent, the Belorussian SSR 74.3 percent and the Glavspetsdrevprom 94 percent. Fortunately the factories of the Ministry of the Timber Industry Ukrainian SSR exceeded the annual plan 19.6 percent, Latvian SSR 24.9 percent, and Estonian SSR 28.7 percent.

Produced during 1946 were more than 300,000 tables of various types, 700,000 chairs and armchairs, 40,000 cabinets and cupboards, 35,000 sofas and ottomans, 260,000 mattresses and featherbeds, 400,000 stools and several thousand pieces of other types of furniture. Besides these products for the general market, furniture factories made more than 3,000 appointments for offices, dormitories, dining rooms, hotels, and filled large orders of furniture for equipping a number of large railroad stations, government institutions and educational institutions.

The quality of output continued to be unsatisfactory in many cases. The output of furniture in 1947 is to be 43 percent higher than in 1946, with the emphasis as before on the production of standard furniture for the people. Help in improvement of quality should be rendered immediately by the Architectural-Artistic Council and the Central Administration of the Furniture Industry of the Ministry of the Timber Industry, and by the suppliers of raw stock and materials, glue, upholstery fabric, varnish, furnishings, tools and plywood.

Wood Pulp Chemistry

In general, the wood pulp chemistry industry successfully completed the 1946 plan, and showed a gross production gain of 5.8 percent over 1945.

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The plan for extraction of soft resin was fulfilled 95.7 percent and transportation of soft resin 109.4 percent, output of colophony 102.3 percent, acetic acid 87.3 percent, formalin 98.4 percent, acetate solvents 120.4 percent. Other valuable chemicals produced were acetate of soda, various tars, methyl alcohol, flotation oil (flotomasio) and others.

The Syava Wood Pulp Chemistry Combine, the Dmitriyevskiy, Vakhtan, Vetluga, and Gor'kiy Wood Pulp Chemistry Plants performed well in 1946. Transcarpathian enterprises fulfilled the plan satisfactorily.

In 1947 the wood pulp chemistry industry must increase the fixed-price value of its production 20.4 percent over 1946.

Variety of products will also increase. The Novobelitskiy Plant has begun output of insulating board; the Asha, Syava, Vetluga and Vakhtan Plants are widening the variety of their products. The Morshansk Wood Pulp Chemistry Machine-Building Plant will be put into operation.

The extraction, transport and storage of soft resin must be improved and losses of this very valuable material cut down.

The volume of products from the wood pulp chemistry enterprises of the Ministry of Timber Industry B.S.S.R. must be sharply increased.

Machine Building

The enterprises of the Glavlesomekhanizatsia fulfilled the 1946 plan 120.4 percent, and in comparison with 1945 increased the output 110.2 percent.

The Likhinskiy and Sverdlovsk Plants adopted mass production of electric saws and mobile electric power plants. The Kostroma Marine Mechanical Plant is building a new type of powerful tow-tugs. The Kambarka Plant is putting out flat cars for narrow-gauge railroads. The Krasnoyarsk Plant is producing gas generator units, timber supports for narrow-gauge railroads, and other equipment.

The plants of the Glavlesomekhanizatsia and the Glavspetsdrevprom are producing for the timber industry over 30 items in short supply, and are the sole producers of some of these items.

The 1947 plan includes further growth of machine-building for the lumber industry in such lines as new tugs, tie-cutting machines, pulleys with removable wheels for use with the CHTZ tractors, cutting chains for electric saws, loading cranes and others. The Krasnoyarsk Machinery plant is to produce its first bulldozers during 1947.

The total gross production of timber industry machine building will exceed in value the level of 1940.

The Productivity of Labor

The following table gives data on the productivity of labor in factory and plant branches of the Ministry of the Timber Industry USSR (Units: ruble value output per worker):

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<u>Branch of Industry</u>	<u>1946 Plan</u>	<u>1946 Results</u>	<u>Percent</u>	<u>Planned for 1947 (Percent of 1946)</u>
Entire Ministry	8,744	8,718	99.7	113.5
Lumber Milling Industry	8,165	7,917	97.0	114.8
Wood Pulp Chemistry	18,861	20,010	106.1	115.7
March	3,664	2,923	79.8	119.0
Machine Building	17,660	22,774	128.9	109.8

Exclusive of price increase factors, the factory and plant enterprises of the ministry in 1947 are to cut cost of production 3.5 percent; specifically, sawing and lumber milling industry 3.2 percent, plywood industry 2.8 percent, wood pulp chemistry 3.6 percent, matches 7.5 percent, and machine building 4.1 percent.

Capital Construction

The 1946 capital outlay plan was fulfilled 103.2 percent, but the high cost of materials, lack of trained personnel and the low degree of mechanization caused the actual construction plan to be unsatisfactorily realized.

The construction of logging roads, with which the Glavlestransstroy (Main Administration of Construction of Timber Industry Transport Facilities?) and economic enterprises were concerned was deficient, particularly in the areas operated by the Glavzaples, the Glavvologdokomiles, and the Belosibirskian SSR.

In 1946 ten newly reconditioned plants and factories went into partial operation, among these being the Novobelitskiy Plant izoplit(?), the Zheschartskiy and Ust'-Izhora Plywood Plants, the Neyvo-Rudyanka Wood Pulp Chemistry Plant (camphor works), the Onega and Riga Machine-Building Plants, and others. The plans for getting these plants into capacity operation were not wholly realized. Construction of the standardized housing combines at Parfino, Mozyr' and Rechitsa progressed very slowly, and the restoration of the Maykop Combine was unsatisfactory, as was also the construction of the Turirek Match Plant.

The plan for providing living quarters was fulfilled only 72 percent, the contractors giving last consideration to housing, as has happened often in the past.

Capital investment in 1947 will be 33 percent higher than in 1946. The largest portion of this sum (61 percent) will be diverted into timber exploitation, the construction of new logging and floating enterprises and to the expansion of existing facilities. The new mechanized timber centers and timber managements must have narrow-gauge railroads, tractor and automobile logging roads. Roads must reach into the rich timber stands in the upper streams of the Kama, Severnaya Dvina, Pechora and Vychegda Rivers, and in the forests of Siberia, the Far East, and the Karelo-Finnish SSR.

In 1947 the factory and plant industry branches of the Ministry of the Timber Industry will get 37 new and reconstructed enterprises. In 1947 the following enterprises will go into production: the Maykop and Simferopol' Furniture Combines, the Tallin Furniture Factory, the Klaypeda, Borisov and Nosty Plywood Plants, the second section of the Zheschartskiy Plywood Plant, a soda works at the Ivanovo Wood Pulp Chemistry Plant, a wood pulp chemistry shop at the Syava Plant for the processing of coal to be used as a carburizing agent (karbyurizatornyy ugol'), and others.

The financial state of the timber industry is bad. The industry is in arrears in indebtedness to the State Bank, contractors bills are not paid promptly, and capital resources are often immobilized.

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